

# KiwiRail

Wellington Regional Council  
30 JUN 2010

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O. Hastie	WJH

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23 June 2010

Dr Wayne Hastie  
Greater Wellington Regional Council  
P O Box 11 646  
WELLINGTON

*rec'd 25/6/10*  
*[Signature]*

Dear Wayne

**SUBJECT - MURI PLATFORM**

Please find attached as previously advised an independent risk assessment undertaken by Engineering Safety Solutions Limited.

KiwiRail agrees with the general conclusions of the report. Muri falls outside accepted good practice, and as the Aurecon report previously showed, has the worst geometry on the NIMT and Wairarapa Lines.

The report outlines four potential options which we comment on below.

Do nothing

This is not acceptable to KiwiRail given the findings of the report and the risk exposure this option presents. In our view investment will be needed if the platform is to stay open for any length of time.

Fully re-develop the station - \$1.0m - \$1.3m

In our view this is a matter for GWRC to consider as the lead agency in the development of public transport in the region.

KiwiRail has been clear in its views that the patronage of the station is low, and the level of investment required to bring it closer to modern safety standards is disproportionate relative to its use. The simple fact of its location on a curve, with track centre-lines close together means we will never get the type of gap between platform and train that we would like. We would not be able to deliver the type of boarding amenity that we have at Pukerua Bay or Redwood.

However, should GWRC wish to invest in a full re-development of Muri Station then KiwiRail would of course deliver the necessary infrastructure works.

Partially develop the station - \$0.6m - \$0.75m

For KiwiRail we would prefer the full re-development of the station over this option.

While some costs are saved the end product would not be significantly improved from the current arrangement, and it would create a six-car orphan on an eight-car capable line.

While it is possible, it is certainly not desirable from an operational perspective to have restrictions on door opening at platforms (Wairarapa Line rural platforms are an example). Please bear in mind that even with a six-car set, the tail end of the Ganz Mavag and Matangi

units would extend over the end of the wooden platform section if a train stopped short. While moving the level crossing would reduce this risk it would of course add to the cost.

KiwiRail does not support this approach as a suitable option for Muri Station.

Closure - \$0.1 - \$0.2m

If major re-development of Muri Station is not considered to be practical then KiwiRail is of the view that closing Muri is a suitable solution.

**Conclusions & Next Steps**

GWRC has given an undertaking to go back to the community with this report. KiwiRail is happy to help with any initiatives to ensure the matters contained in the report are clearly communicated, including participating in such meetings (of residents and Council) as requested by GWRC.

Obviously the funding decision lies with GWRC, but please be aware that KiwiRail holds a strong view on this matter. The investment available for rail infrastructure is limited, and in our view there are many more areas where GWRC would receive greater value for their investment in rail.

Kind regards

A handwritten signature in black ink, appearing to read 'David Gordon', with a long horizontal flourish extending to the right.

**David Gordon**  
Project Director WRRP, KiwiRail Network

Copy Deb Hume - GM Passenger Group  
Rick van Barneveld - GM Network Group